**IN THE CLAIMS:**

Status of and Amendment to the Claims:

1. (Original) An apparatus for damping resonance in a conduit (10) for transporting exhaust gases from an internal combustion engine, which conduit (10) is provided with at least one perforation (14) located at a distance from the outlet end (11) of the conduit and at a point in the conduit (10) with a comparatively lower static pressure than downstream therefrom, the perforation (14) forming an acoustic connection between the interior of the conduit (10) and the surrounding atmosphere.

2. (Previously Presented) The apparatus as recited in claim 1, wherein the lower static pressure at the perforation (14) is brought about by means of a reduction in the cross section of the conduit.

3. (Currently Amended) The apparatus as recited in claim 2, wherein the reduction in the cross section of the conduit (10~~1~~4) is designed as a venturi.

4. (Currently Amended) The apparatus as recited in claim 3, wherein the reduction in the cross section of the conduit (10~~1~~4) designed as a venturi is covered on the outside with a sound-absorbing material.

5. (Original) The apparatus as recited in claim 4, wherein the sound-absorbing material is covered by a perforated plate (17).

6. (Original) The apparatus as recited in claim 1, wherein the lower static pressure in the vicinity of the perforation (14) is brought about by means of a change in direction of the gas flow in the conduit.

7. (Original) The apparatus as recited in claim 6, wherein the change in direction of the gas flow is brought about by means of a curve of the conduit.

8. (Previously Presented) An apparatus for damping resonance in a conduit (10) for transporting exhaust gases from an internal combustion engine, which conduit (10) is provided with at least one perforation (14) located at a distance from the outlet end (11) of the conduit and at a point in the conduit (10) with a comparatively lower static pressure than downstream therefrom, the perforation (14) forming an acoustic connection between the interior of the conduit (10) and the surrounding atmosphere, and wherein the perforations (14) are covered by means of a sound-permeable fabric (20) on the inside or outside of the conduit (10).

9. (Original) A method for affecting acoustic attenuation of resonant exhaust noise produced by a combustion engine, said method comprising:

providing a combustion engine with an exhaust conduit having a length that causes a high magnitude resonant acoustic sound to be experienced in the exhaust conduit as the combustion engine passes through an exhaust resonance producing speed range; and

attenuating the magnitude of the high magnitude resonant acoustic sound at an outlet of the exhaust conduit by causing at least a portion of the high magnitude resonant acoustic sound to diffuse outside the exhaust conduit upstream of the outlet.

10. (Original) The method as recited in claim 9, further comprising:

providing at least one aperture along the length of the exhaust conduit and arranging the aperture so that at least a portion of the high magnitude resonant acoustic sound diffuses therethrough.

11. (Previously Presented) A method for affecting acoustic attenuation of resonant exhaust noise produced by a combustion engine, said method comprising:

providing a combustion engine with an exhaust conduit having a length that causes a high magnitude resonant acoustic sound to be experienced in the exhaust conduit as the combustion engine passes through an exhaust resonance producing speed range;

attenuating the magnitude of the high magnitude resonant acoustic sound at an outlet of the exhaust conduit by causing at least a portion of the high magnitude resonant acoustic sound to diffuse outside the exhaust conduit upstream of the outlet;

providing at least one aperture along the length of the exhaust conduit and arranging the aperture so that at least a portion of the high magnitude resonant acoustic sound diffuses therethrough; and

locating the at least one aperture at a position along the length of the exhaust conduit where a negative pressure is normally developed inside the conduit in comparison to ambient pressure outside the conduit.

12. (Previously Presented) The apparatus as recited in claim 8, wherein the lower static pressure in the vicinity of the perforation (14) is brought about by means of a reduction in the cross section of the conduit.

13. (Currently Amended) The apparatus as recited in claim 12, wherein the reduction in the cross section of the conduit (10~~14~~) is designed as a venturi.

14. (Currently Amended) The apparatus as recited in claim 13, wherein the reduction in the cross section of the conduit (10~~14~~) designed as a venturi is covered on the outside with a sound-absorbing material.

15 (Previously Presented) The apparatus as recited in claim 14, wherein the sound-absorbing material is covered by a perforated plate (17).

16. (Previously Presented) The apparatus as recited in claim 8, wherein the lower static pressure in the vicinity of the perforation (14) is brought about by means of a change in direction of the gas flow in the conduit.

17. (Previously Presented) The apparatus as recited in claim 16, wherein the change in direction of the gas flow is brought about by means of a curve of the conduit.

Please add the following New Claims:

18. (New) The apparatus as recited in claim 1, wherein the conduit (10) is an end pipe that transports exhaust gases from a silencer, out into the surrounding environment.

19. (New) The apparatus as recited in claim 8, wherein the conduit (10) is an end pipe that transports exhaust gases from a silencer, out into the surrounding environment.

20. (New) The apparatus as recited in claim 9, wherein the exhaust conduit is an end pipe that transports exhaust gases from a silencer, out into the surrounding environment.

21. (New) The apparatus as recited in claim 11, wherein the exhaust conduit is an end pipe that transports exhaust gases from a silencer, out into the surrounding environment.